

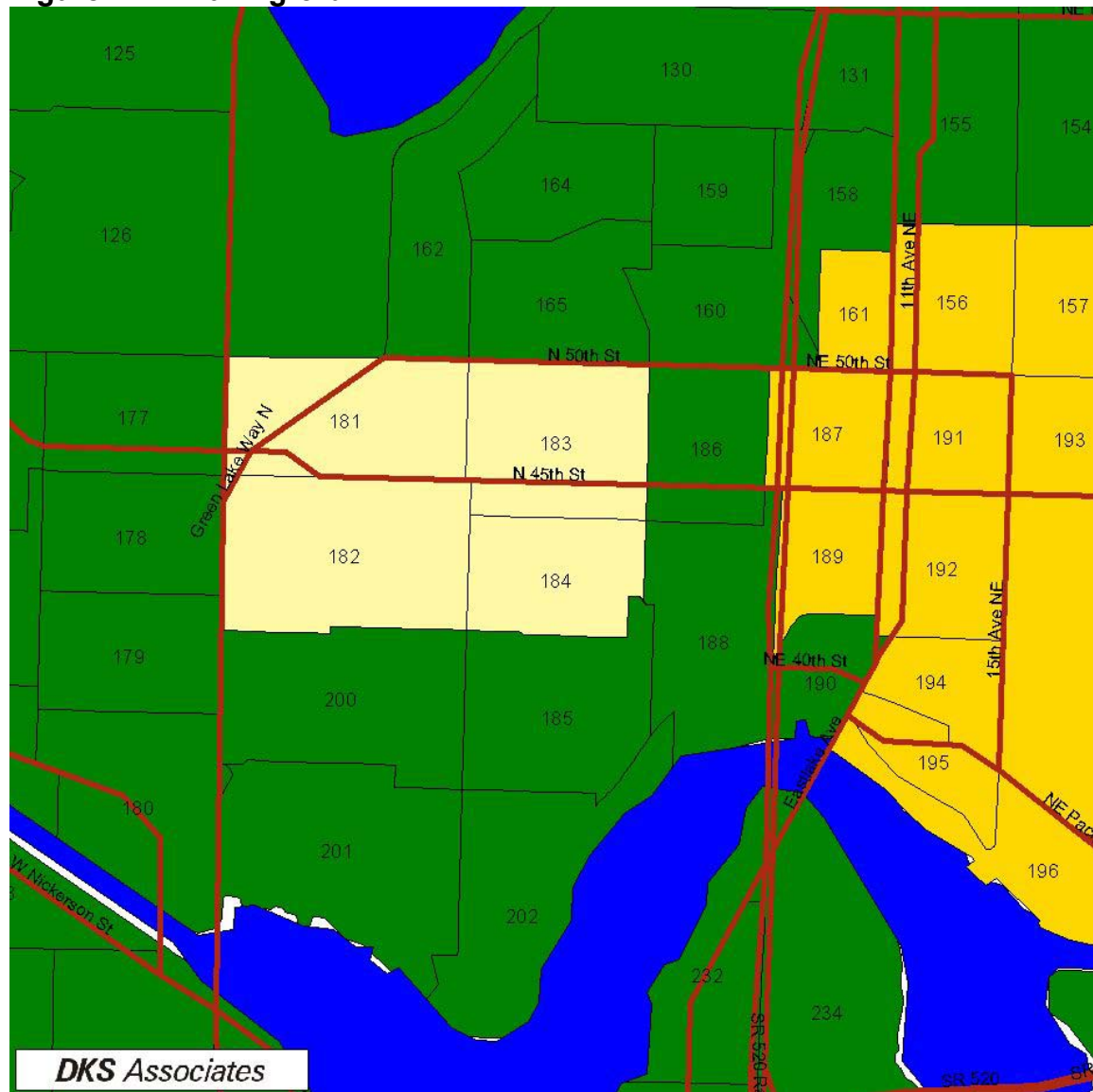
Wallingford

1.0 Setting and Physical Characteristics

1.1 Location

Wallingford is located in north Seattle, bordered to the north by N. 50th Street, to the south by N. 41st Street, to the west by Aurora Avenue N. and to the east by 1st Avenue NE. Figure 1-1 illustrates the boundaries of the Wallingford area, along with the Urban Village boundary, as defined by the City of Seattle.

Figure 1-1. Wallingford



1.2 Land Use Character and Mix

Wallingford is designated a Residential Urban Village by the City of Seattle. Residential Urban Villages, as defined by Seattle, are intended for concentrations of low to moderate densities of predominately residential development with a compatible mix of support services and employment.

The 45th Street Corridor, and particularly the district that runs from Stone Way to Sunnyside Avenue N., is the heart of Wallingford. It is the identifying characteristic of the neighborhood, is blessed with a landmark school building, and may be the definition of the “urban village.” The existing pedestrian and commercial district along 45th Street creates a center for transit, services, and residential development. Its vitality reflects its history as a working class suburb connected by streetcar to jobs and the central city, and depends on a blend of business health, a pedestrian-friendly character, and the pattern of land uses that help make it viable.

Most residences in the study area are bungalow style single-family homes that have become very attractive in the past decade, escalating sales prices. North 45th Street has a movie theatre, boutiques, small restaurants, and the Wallingford Center, an actual school house built in the early 1900s and renovated to hold over twenty retail shops, restaurants, and apartments on the top floor.

1.3 Access to Freeways and State Facilities

One freeway and one state highway give access to the study area: I-5 and SR 99. In addition, SR 520 is located close by and gives access to eastern King County.

I-5. This interstate highway runs east of the study area and follows in the north-south direction from Canada down to Mexico. Locally, it runs from the northern King County, through downtown Seattle, to southern King County. For travelers to/from Wallingford, it provides for a wide range of destinations. Access to this freeway is provided from either 45th Street NE or 50th Street NE.

SR 99. This highway is west of the study area and provides access to downtown Seattle to the south, and northern Seattle to the north. Access to SR 99 in the study area is provided from any of the East-West streets in the area. This highway is parallel to I-5 and rejoins it to the south north of Sea-Tac Airport and to the north in Snohomish County.

SR 520. This highway is just south of the study area and provides access to the Bellevue, Kirkland, and Redmond areas, as well as other parts of eastern King County.

1.4 Roadway Network

North 45th Street is the main corridor in the study area, and connects the area with both the University District and I-5. The three-lane configuration on North 45th Street allows access, calms traffic, and moves considerable vehicle volume through the neighborhood. South and west of the study area is the Fremont Bridge, a main route into Downtown Seattle. North 50th Street, on the northern border of the study area, is two lanes and also provides access to I-5 and SR 99.

1.5 Transit Services

The existing and future transit service levels are discussed in the following sections.

1.5.1 Existing Transit Service

The following routes provide service to the Wallingford Area:

Route 16 services the Coleman Dock-Ferry Terminal, Downtown Seattle, the Seattle Center, Wallingford, East Green Lake, North Seattle Community College, the Northgate Mall, and the Northgate Transit Center. This route operates seven days a week and has an AM peak hour headway of 10 minutes.

Route 26 services Downtown Seattle, Dexter Ave N., Fremont, Wallingford, Latona Ave NE, and East Green Lake. This route operates seven days a week and has an AM peak hour headway of 10 minutes.

Route 31 services Magnolia, Seattle Pacific University, Fremont, Wallingford, and the University District. This route operates on weekdays and Saturdays.

Route 44 services Government Locks, Ballard, Wallingford, the University District, the UW Campus, and Montlake. This route operates seven days a week and has an AM peak hour headway of 10 minutes.

Route 46 services Golden Gardens, Government Locks, Ballard, Fremont, Wallingford, and the University District. This route operates on weekdays (peak direction only).

Route 74 services Downtown Seattle (peak hours only), the Seattle Center, Fremont, Wallingford, the University District, Ravenna, Sand Point, and NOAA. This route operates seven days a week.

Route 82 is a nightly route servicing Downtown Seattle, Seattle Center, Queen Anne, Fremont, Wallingford, East Green Lake, and Greenwood.

1.5.2 Forecast Transit Service for 2030

The PSRC/Trans-Lake model was used to forecast the number of transit routes in the case study area for both the base and future conditions. Table 1-1 lists the number of routes by type (rail, ferry, high frequency bus service, and low frequency bus service), while Table 1-2 lists the frequency of service for each transit type.

Over the next thirty years, Wallingford is forecast to receive better transit service with more high frequency bus service.

Table 1-1. Number of Routes

Time Period	Year	Rail	Ferry	High Bus	Low Bus	Total
AM Peak	2000			2	13	15
	2030			7	4	11
Mid-Day	2000				12	12
	2030			5	2	7

Table 1-2. Frequency of Service (buses per hour)

Time Period	Year	Rail	Ferry	High Bus	Low Bus	Total
AM Peak	2000			11	27	38
	2030			34	8	42
Mid-Day	2000				28	28
	2030			22	6	28

There are no official park and ride facilities in Wallingford.

1.6 Parking Supply, Availability and Price

The Seattle Comprehensive Neighborhood Parking Study lists both the parking supply and utilization for the Wallingford area as shown in Table 1-3. Unfortunately, the City was not able to count all of the parking in the Wallingford Urban Village; instead they used a sample of 16 blocks. Supplemental parking counts were performed in the rest of the study area by Mirai Associates

Table 1-3. On-Street and Off-Street Parking Supply and Utilization

Parking Supply		
	On-Street	550
	Off-Street	382
	Loading	18
	Total:	950
Average Parking Usage		
	On-Street	56%
	Off-Street	47%
	Total:	52%
Peak Hour Parking Usage		
	On-Street	62%
	Off-Street	60%
	Total:	61%
Source: Comprehensive Neighborhood Parking Study, August 2000		

The parking supply along the key corridor, N 45th Street, is shown in Table 1-4.

Table 1-4. N 45 Street Parking Supply

Location			Parking Spaces			Parking Lots		
From	To	Side of Street	1 Hour	2 Hour or Unlimited	Loading	Small	Medium	Large
Stone Way	Interlake	South	0	5	1			
		North	0	11	0	1		
Interlake	Woodlawn	South	0	8	2	2		
		North	0	5	0			
Woodlawn	Densmore	South	0	9	1			
		North	0	7	1	1		
Densmore	Wallingford	South	6	0	3	1		
		North	6	0	1			1
Wallingford	Burke	South	0	0	0			1
		North	0	2	0		1	
Burke	Meridian	South	0	8	2	1		
		North	11	0	0			
Meridian	Bagley	South	4	0	3			
		North	5	0	1			
Bagley	Corliss	South	6	0	0			1
		North	7	0	3		1	
Corliss	Sunnyside	South	7	0	1			
		North	0	0	0	1	1	
Sunnyside	Eastern	South	0	8	0			1
		North	0	6	2			
Eastern	1 st NE	South	0	6	0			
		North	3	3	0			
1 st NE	2 nd NE	South	0	0	0			1
		North	0	0	2			
2 nd NE	Thackery	South	0	6	0		2	
		North	5	0	0	1		
		Totals:	60	84	23	8	5	5
Source: Wallingford Corridor Study, August 1997								

Source: Wallingford Corridor Study, August 1997

In Wallingford, there is only one paid parking lot. This is where a Washington Mutual Bank contracts their surface parking lot in the evening to Diamond parking. There are approximately 61 parking spaces there, and the rate for this parking is unknown at this time.

As there are no public pay parking lots during the day in Wallingford, it is quite unlikely that any employees pay for parking.¹

Table 1-5 lists the parking supply and demand data that was used within the TEEM model.

¹ Mary Catherine Snyder, email 3/29/02

Table 1-5. Parking Supply and Demand by Type

	Parking Type			
	Retail	Office	Other	Total
2000 Supply	227	6	813	1,046
2000 Demand	117	3	504	624
2000 D/S Ratio	0.52	0.50	0.62	0.60
2030 Supply				2,694
2030 Demand				779
2030 D/S Ratio				0.29

When collecting parking costs, the PSRC/Trans-Lake baseline model assumes a relatively high parking cost in many parts of the region. Then, in the implementation of the model, the parking costs are lowered for many users to reflect that many users don't pay for the full price of parking. In the implementation of TEEM, the forecast parking costs were assumed to be one-half of the baseline PSRC/Trans-Lake model to account for people whose parking costs are subsidized. The resulting parking costs are shown in Table 1-6.

Table 1-6. Average Parking Costs

	Parking Costs	
	2000	2030
Drive Alone	\$1.66	\$4.03
Carpool	\$1.20	\$2.90
Vanpool	\$0.00	\$0.00

1.7 Pedestrian and Bicycle Facilities

Wallingford was designed in a grid format allowing for good pedestrian access to the nearby amenities. The sidewalk network is nearly complete, and there are no major barriers for pedestrians or cyclists within the study area (although SR 99 does form a barrier at its western edge). While there are no official bike lanes in Wallingford, North 45th Street (east/west), Interlake Avenue North (north/south) and Wallingford Avenue North (north/south) are commonly used by bicyclists.² Many of the streets within the study areas are low-traffic residential streets and good for cycling, although there are a few hills. The Burke-Gilman trail, a major non-motorized corridor, runs from Redmond to Ballard and is located just south of the study area.

2.0 Population and Employment Characteristics

Population and employment data for the Wallingford area are discussed below.

2.1 Population

The population of the Wallingford area is expected to increase by almost 14 percent over the next thirty years (See Table 2-1). Compared with many of the other study areas, this is fairly low growth, and is related to the fact that the area is already built out, and the single family areas of the neighborhood will,

² *Seattle Bicycling Guide Map, Seattle Transportation, Bicycling and Pedestrian Program, Summer 2000*

for the most part, remain zoned for single-family dwellings. Most of the densification that is expected in the area will come from people replacing existing buildings with larger buildings.

Table 2-1. Background Model Information

	2000	2030
Size (sq. miles)	0.51	
Population	4,846	5,511

2.2 Employment

The employment forecast for the area includes fifteen hundred more employees, or a 40 percent increase. These additional employees are fairly well distributed by both employment type and size of employer as illustrated in Table 2-2 and Table 2-3.

Table 2-2. Employment by Type

	Model Employment	
	2000	2030
Retail	759	871
Office	2,226	3,761
Other	745	602
Total	3,730	5,233

Table 2-3. Employee Data by Size of Employer

	Number of Employees				Grand Total
	0-49	50-99	100-499	500+	
2000	1,688	793	1,248	0	3,730
2030	2,369	1,113	1,751	0	5,233

2.3 Characteristics by Transportation Analysis Zone (TAZ)

Table 2-4 lists the transit level of service definitions that were used for each TAZ, while Table 2-5 illustrates the land use characterizations for the Wallingford area. For most zones, the transit service is forecast to increase from medium service to high service by 2030. The mix of uses in the four Wallingford TAZs is at the medium level and is not expected to change in the future. As more employers and residents move into the area, two of those zones are expected to reach a high level of density. Table 2-6 gives the population, employment and trips by local area TAZ for the Wallingford area. These characteristics were summarized in earlier sections. Table 2-7 illustrates that in the future most of the population and employment will be in zones that are better serviced by transit.

Table 2-4. Transit Level of Service Definitions

Transit Service	Definition
High 1	At least one (1) rail route or five (5) or more high frequency routes
High 2	Four (4) high frequency routes or at least fifteen (15) total routes
Medium 1	Three (3) high frequency routes or at least ten (10) total routes
Medium 2	Two (2) high frequency routes or at least five (5) total routes
Low 1	At least two (2) total routes
Low 2	Less than two (2) total routes

Table 2-5. Land Use Characterizations by Local Area TAZ

	Transit Service		Mixed-Use		Density	
TAZ	2000	2030	2000	2030	2000	2030
181	Medium 2	High 2	Medium	Medium	Low	Low
182	Medium 1	High 1	Medium	Medium	Medium	High
183	Medium 2	Medium 2	Medium	Medium	Medium	Low
184	Medium 2	High 1	Medium	Medium	Low	High

Table 2-6. Population, Employment and Trips by Local Area TAZ

TAZ	Area sq. miles	Population and Employment						Home Based Work Person Trips			
		Population		Retail		Other		Productions		Attractions	
		2000	2030	2000	2030	2000	2030	2000	2030	2000	2030
181	0.128	988	1,239	194	232	228	230	925	1,278	551	1,250
182	0.166	1,825	2,191	202	203	2,135	2,048	1,708	2,259	2,744	4,142
183	0.124	1,259	1,404	357	232	594	229	1,099	1,545	1,108	1,594
184	0.088	775	677	6	204	14	1,856	676	745	49	54

Table 2-7. Population Employment by Transit Service

		Transit Service Level						Total
		High 1	High 2	Medium 1	Medium 2	Low 1	Low 2	
Transit Service	2000 Base	0	0	1	3	0	0	4
	2030 Base	2	1	0	1	0	0	4
Population	2000 Base	0	0	1,825	3,021	0	0	4,846
	2030 Base	2,868	1,239	0	1,404	0	0	5,511
Total Employment	2000 Base	0	0	2,337	1,393	0	0	3,730
	2030 Base	4,311	461	0	461	0	0	5,233

3.0 Travel Behavior Inventory

3.1 Person and Vehicle Trips

The person and vehicle trips for study area employees and residents are illustrated in Table 3-1. The vehicle trips for residents of Wallingford are forecast to decrease modestly, probably due to much better

transit service in the future. The forecast does call for additional person and vehicle trips among study area employees.

Table 3-1. Daily Commute Trips

	Person Trips		Vehicle Trips	
	2000	2030	2000	2030
Study Area Employee	4,452	7,040	3,659	5,118
Employed Residents	4,408	5,827	2,936	2,623

3.2 Vehicle Miles Traveled

The vehicle miles traveled to work by Wallingford employees was estimated based on the distance that employees located at similar locations traveled. These values are illustrated in Table 3-2. Similar to most of the other case study areas, vanpoolers to Wallingford typically drive twice as far as single-occupancy vehicles.

Table 3-2. Average Vehicle Miles Traveled to Work by Mode

Mode	Vehicle Miles Traveled to Work
Drive Alone	12
Carpool	16
Vanpool	25
Transit	13
Non-Motorized	0

3.3 SR 520 Corridor Trips

Just over 2 percent of the PM Peak vehicle trips to and from Wallingford cross the SR 520 bridge. As shown in Table 3-3, both a higher percentage and a higher number of vehicle trips entering Wallingford use the bridge. At 532, Wallingford trips comprise 1.3 percent of total bridge traffic during the PM peak period.

Table 3-3. Study Area Vehicle Trips Related to SR 520 Corridor

	To the Study Area	From the Study Area	Total Trips
PM Peak Trips	7,485	18,411	25,896
Study Area Trips Crossing SR 520 Bridge	291	241	532
Percent of Case Study Trips Crossing SR 520 Bridge	3.9%	1.3%	2.1%

3.4 Average Vehicle Occupancy for Commute trips

The average vehicle occupancy for vehicle trips is shown in Table 3-4.

Table 3-4. Average Number of People per Vehicle

	Average Number of People
Drive Alone	1.00
Carpool	2.08
Vanpool	8.76

3.5 Historical CTR Mode Shares by Year

There are no CTR employers in Wallingford Area, so no historical mode share information is available.

4.0 History with TDM and Land Use Strategies

Generally, the employers in Seattle are responsible for the CTR programs, and King County Metro plays a much larger role than the City of Seattle in terms of CTR program development. In Wallingford there are no CTR employers, and therefore no CTR mode shares to report. However, the City of Seattle has worked with a group of Wallingford employers to reduce vehicle trips. The programs in place as of November 2001³ were:

- **Distribution of Transit Tickets At a Full or Partial Subsidy** (although response to this program has been less than expected)
- **Guaranteed Ride Home** (although to date, no employer has signed up to take advantage of this program offered through the Chamber of Commerce)
- **Flexible Work Schedules** (lots of business offer this benefit, although that is the nature of retail employment, so not sure how much to attribute to the program)
- **Kiosks and Bicycle Racks** (lots of bicycle racks throughout the neighborhood, and the City of Seattle plans to install a neighborhood kiosk)
- **Transit Fun Map** (in development)
- **Promotions** (Wallingford promotes alternative transportation modes through fairs and parades).

In addition, Wallingford has a Parking Strategies Committee that put together the following seven recommendations:

1. Adjust parking time limit signs.
2. Explore angled parking in selected areas
3. Improve parking enforcement
4. Install limited parking signs along streets within 1/3 block of 45th Street
5. Remove selected parking spaces near intersections to improve transit
6. Move or consolidate Load Zones to improve access
7. Eliminate peak period parking on the south side of 45th Street.

³ City of Seattle – Seattle Transportation Program, Contact Kathy Anderson, Seattle Transportation 684-5017, Wallingford Trip Reduction Initiative --- November 2001 Update.

The programs mentioned above demonstrate that the Wallingford community takes the responsibility of providing alternative transportation options seriously.